

## APPENDIX A

### DESIGN STANDARDS - STREETS

#### Section 1: Street Classification

- (a) In all new subdivisions, streets that are dedicated to public use shall be classified as provided in Subsection (b).
  - (1) The classification shall be based upon the projected volume of traffic to be carried by the street, stated in terms of the number of trips per day;
  - (2) The number of dwelling units to be served by the street may be used as a useful indicator of the number of trips but is not conclusive;
  - (3) Whenever a subdivision street continues an existing street that formerly terminated outside the subdivision or it is expected that a subdivision street will be continued beyond the subdivision at some future time, the classification of the street will be based upon the street in its entirety, both within and outside of the subdivision.
- (b) The classification of streets shall be as follows:
  - (1) Minor. A street whose sole function is to provide access to abutting properties. It serves or is designed to serve not more than nine dwelling units or expected to or does handle up to 75 trips per day.
  - (2) Local. A street whose sole function is to provide access to abutting properties. It serves or is designed to serve at least 10 but no more than 25 dwelling units or expected to or does handle between 75 and 200 trips per day.
  - (3) Cul-de-sac. A street that terminates in a vehicular turnaround.

- (4) Subcollector. A street whose principal function is to provide access to abutting properties but is also designed to be used or is used to connect minor and local streets with collector or arterial streets. Including residences indirectly served through connecting streets, it serves or is designed to serve at least 26 but not more than 100 dwelling units and is expected to or does handle between 200 and 800 trips per day.
- (5) Collector. A street whose principal function is to carry traffic between minor, local, and subcollector streets and arterial streets but that may also provide direct access to abutting properties. It serves or is designed to serve, directly or indirectly, more than 100 dwelling units and is designed to be used or is used to carry more than 800 trips per day.
- (6) Arterial. A major street in the county's street system that serves as an avenue for the circulation of traffic into, out, or around the county and carries high volumes of traffic.
- (7) Marginal Access Street. A street that is parallel to and adjacent to an arterial street and that is designed to provide access to abutting properties so that these properties are somewhat sheltered and so that the flow of traffic on the arterial street is not impeded by direct driveway access from a large number of abutting properties.

Section 2:  
Access to Lots

Every lot shall have access to it that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles as well as for all those likely to need or desire access to property in its intended use.

Section 3:  
Access to Arterial Streets

Whenever a major subdivision that involves the creation of one or more new streets borders on or contains an existing or proposed arterial street, no direct driveway access may be provided from the lots within this subdivision onto this street.

Section 4:  
Entrances to Streets

- (a) All driveway entrances and other openings onto streets within the county's planning jurisdiction shall be constructed so that:
  - (1) Vehicles can enter and exit from the lot in question without posing any substantial danger to themselves, pedestrians, or vehicles traveling in abutting streets, and
  - (2) Interference with the free and convenient flow of traffic in abutting or surrounding streets is minimized.
- (b) Specifications for driveway entrances are according to N.C. DOT standards. If driveway entrances and other openings onto streets are constructed in accordance with the foregoing specifications and requirements, that shall be deemed prima facie evidence of compliance with the standard set forth in Subsection(a).
- (c) For purposes of this section, the term prima facie evidence means that the permit-issuing authority may (but is not required to) conclude from this evidence alone that the proposed development complies with Subsection(a).

Section 5:  
Coordination with  
Surrounding Streets

- (a) The street system of a subdivision shall be coordinated with existing, proposed, and anticipated streets outside the subdivision or outside the portion of a single tract that is being divided into lots (hereinafter, "surrounding street") as provided in this section.
- (b) Collector streets shall intersect with surrounding collector or arterial streets at safe and convenient locations.
- (c) Subcollector, local, and minor residential streets shall connect with surrounding streets where necessary to permit the convenient movement of traffic between residential neighborhoods or to facilitate access to neighborhoods by

emergency service vehicles or for other sufficient reasons, but connections shall not be permitted where the effect would be to encourage the use of such streets by through traffic.

- (d) Whenever connections to anticipated or proposed surrounding streets are required by this section, the street right-of-way shall be extended and the street developed to the property line of the subdivided property (or to the edge of the remaining undeveloped portion of a single tract) at the point where the connection to the anticipated or proposed street is expected. In addition, the permit-issuing authority may require temporary turnarounds to be constructed at the end of such streets pending their extension when such turnarounds appear necessary to facilitate the flow of traffic or accommodate emergency vehicles.